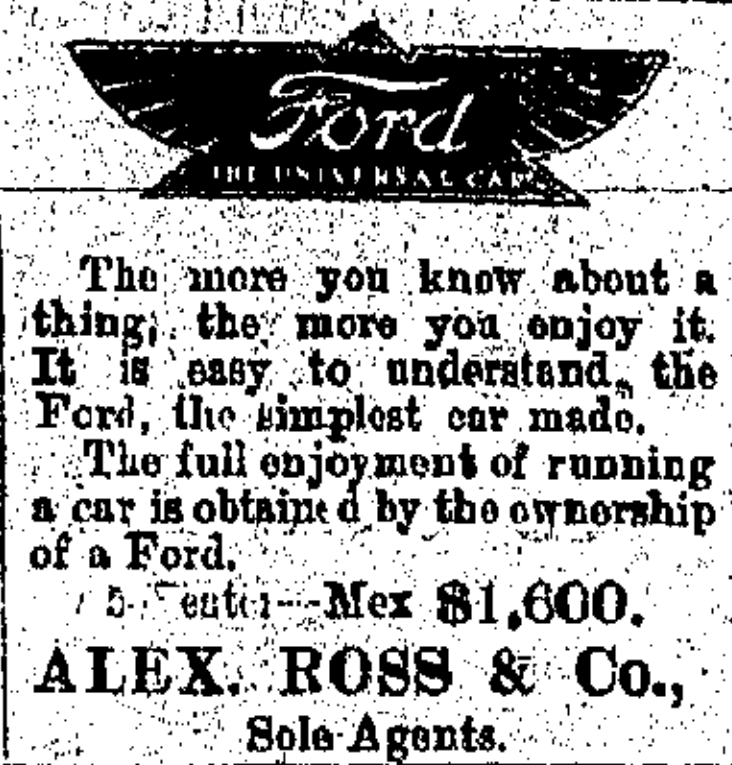


# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.



The more you know about a thing, the more you enjoy it. It is easy to understand, the Ford, the simplest car made. The full enjoyment of running a car is obtained by the ownership of a Ford.  
S. 1000—Mex \$1,600.  
ALEX. ROSS & Co.,  
Sole Agents.

No. 17,535. 號五十三百五千七第 日九十二月五年寅甲 HONGKONG, TUESDAY, JULY 21st, 1914. 二拜禮 號一十二月七年三國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS  
BEAR BRAND  
STERILIZED  
NATURAL MILK.



PURE SWISS  
MILK.

THE BERNESE ALPS MILK CO.  
STALDEN, SWITZERLAND.

ASK FOR IT!!

AGENTS—  
F. BLACKHEAD & Co.

TELEPHONE 66.  
Hongkong, 8th June, 1914.

GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 9th June, 1914.

MITSU BISHI GOSHI KWAISHA.  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF "AKASIMA,"  
OCHI MUTABE, YOSHINOTANI,  
NAMAZUTA SATO, SHINNEW  
AND KAMIMADADA Collieries.  
AGENTS FOR  
SAKITO AND OYUBARI Coals.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.  
BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
OZARU, MURORAN, HARODATE,  
KOBE, OSAKA, KURE, TOKYO,  
YOKOHAMA, NAGOYA, TSUBOYA,  
SHANGHAI, HONGKONG, HANKOW,  
PEKING.

Cable Address for above: "IWASAKI."  
Codes: A1, A.B.C. 5th Ed., Western Union.  
AGENTS—  
CHINKIANG—Messrs. GEARING & Co.  
MANILA—Messrs. MACDONALD & Co.  
SINGAPORE—Messrs. BORNEO Co., Ltd.  
GLASGOW—Messrs. A. R. BROWN,  
McFARLANE & Co., Ltd.  
For Particulars, apply to—  
K. KATO,  
Manager  
No. 2 Pedder Street, Hongkong.  
Hongkong, 24th April, 1914.

PEAK TRAMWAY COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	Every 15 minutes.
8.00	"	"
10.00	"	"
11.30	"	"
12.45 p.m.	to 1.15	"
1.15	"	"
1.45	"	"
2.15	"	"
2.45	"	"
3.15	"	"
3.45	"	"
4.15	"	"
4.45	"	"
5.15	"	"
5.45	"	"
6.00	"	"

NIGHT CARS.		
8.50 p.m.	to 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.		
11.00 p.m.	to 11.45 p.m.	
Every Quarter-Hour.		

SUNDAYS.		
7.45 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30	"	"
11.30	"	"
12.00 noon	to 1.00 p.m.	"
1.00 p.m.	to 6.00	"
6.00	"	"
6.00	"	"
7.00	"	"
7.00	"	"

NIGHT CARS as on Week Days.  
SATURDAYS.  
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Vaux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th May, 1914.

WEISMANN'S  
FOR QUANTITY.  
WEISMANN'S  
FOR PURITY.  
WEISMANN'S  
FOR QUALITY.

## SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST  
AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped  
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and  
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai  
Direct Mail Steamer Service by the S.S. SAKAI MARU and KOBE MARU (each Equipped  
with Wireless Telegraph) as follows:—

NORTH BOUND.		SOUTH BOUND.	
Connecting at Harbin with	Station State	Connecting at Harbin with	Station State
Wagon	Express	Wagon	Express
1st Class	2nd Class	1st Class	2nd Class
2nd Class	3rd Class	2nd Class	3rd Class
3rd Class	4th Class	3rd Class	4th Class
4th Class	5th Class	4th Class	5th Class
5th Class	6th Class	5th Class	6th Class
6th Class	7th Class	6th Class	7th Class
7th Class	8th Class	7th Class	8th Class
8th Class	9th Class	8th Class	9th Class
9th Class	10th Class	9th Class	10th Class
10th Class	11th Class	10th Class	11th Class
11th Class	12th Class	11th Class	12th Class
12th Class	13th Class	12th Class	13th Class
13th Class	14th Class	13th Class	14th Class
14th Class	15th Class	14th Class	15th Class
15th Class	16th Class	15th Class	16th Class
16th Class	17th Class	16th Class	17th Class
17th Class	18th Class	17th Class	18th Class
18th Class	19th Class	18th Class	19th Class
19th Class	20th Class	19th Class	20th Class
20th Class	21st Class	20th Class	21st Class
21st Class	22nd Class	21st Class	22nd Class
22nd Class	23rd Class	22nd Class	23rd Class
23rd Class	24th Class	23rd Class	24th Class
24th Class	25th Class	24th Class	25th Class
25th Class	26th Class	25th Class	26th Class
26th Class	27th Class	26th Class	27th Class
27th Class	28th Class	27th Class	28th Class
28th Class	29th Class	28th Class	29th Class
29th Class	30th Class	29th Class	30th Class
30th Class	31st Class	30th Class	31st Class
31st Class	32nd Class	31st Class	32nd Class
32nd Class	33rd Class	32nd Class	33rd Class
33rd Class	34th Class	33rd Class	34th Class
34th Class	35th Class	34th Class	35th Class
35th Class	36th Class	35th Class	36th Class
36th Class	37th Class	36th Class	37th Class
37th Class	38th Class	37th Class	38th Class
38th Class	39th Class	38th Class	39th Class
39th Class	40th Class	39th Class	40th Class
40th Class	41st Class	40th Class	41st Class
41st Class	42nd Class	41st Class	42nd Class
42nd Class	43rd Class	42nd Class	43rd Class
43rd Class	44th Class	43rd Class	44th Class
44th Class	45th Class	44th Class	45th Class
45th Class	46th Class	45th Class	46th Class
46th Class	47th Class	46th Class	47th Class
47th Class	48th Class	47th Class	48th Class
48th Class	49th Class	48th Class	49th Class
49th Class	50th Class	49th Class	50th Class
50th Class	51st Class	50th Class	51st Class
51st Class	52nd Class	51st Class	52nd Class
52nd Class	53rd Class	52nd Class	53rd Class
53rd Class	54th Class	53rd Class	54th Class
54th Class	55th Class	54th Class	55th Class
55th Class	56th Class	55th Class	56th Class
56th Class	57th Class	56th Class	57th Class
57th Class	58th Class	57th Class	58th Class
58th Class	59th Class	58th Class	59th Class
59th Class	60th Class	59th Class	60th Class
60th Class	61st Class	60th Class	61st Class
61st Class	62nd Class	61st Class	62nd Class
62nd Class	63rd Class	62nd Class	63rd Class
63rd Class	64th Class	63rd Class	64th Class
64th Class	65th Class	64th Class	65th Class
65th Class	66th Class	65th Class	66th Class
66th Class	67th Class	66th Class	67th Class
67th Class	68th Class	67th Class	68th Class
68th Class	69th Class	68th Class	69th Class
69th Class	70th Class	69th Class	70th Class
70th Class	71st Class	70th Class	71st Class
71st Class	72nd Class	71st Class	72nd Class
72nd Class	73rd Class	72nd Class	73rd Class
73rd Class	74th Class	73rd Class	74th Class
74th Class	75th Class	74th Class	75th Class
75th Class	76th Class	75th Class	76th Class
76th Class	77th Class	76th Class	77th Class
77th Class	78th Class	77th Class	78th Class
78th Class	79th Class	78th Class	79th Class
79th Class	80th Class	79th Class	80th Class
80th Class	81st Class	80th Class	81st Class
81st Class	82nd Class	81st Class	82nd Class
82nd Class	83rd Class	82nd Class	83rd Class
83rd Class	84th Class	83rd Class	84th Class
84th Class	85th Class	84th Class	85th Class
85th Class	86th Class	85th Class	86th Class
86th Class	87th Class	86th Class	87th Class
87th Class	88th Class	87th Class	88th Class
88th Class	89th Class	88th Class	89th Class
89th Class	90th Class	89th Class	90th Class
90th Class	91st Class	90th Class	91st Class
91st Class	92nd Class	91st Class	92nd Class
92nd Class	93rd Class	92nd Class	93rd Class
93rd Class	94th Class	93rd Class	94th Class
94th Class	95th Class	94th Class	95th Class
95th Class	96th Class	95th Class	96th Class
96th Class	97th Class	96th Class	97th Class
97th Class	98th Class	97th Class	98th Class
98th Class	99th Class	98th Class	99th Class
99th Class	100th Class	99th Class	100th Class

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Express Train North Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International  
Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the  
principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and  
holders of these tickets are also entitled to through registration of their baggage. Travellers  
must, however, ask specially for the "International Through Passenger Traffic via Siberia"  
tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—KAROWA-CHANGCHUN-TAMUOKE-SERVO.—  
Three Weekly Express Service between Changchun and Fusan without change, establishing  
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-  
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by  
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and  
Tokyo by rail with the exception of the short passage between Fusan and Shimoda.  
London to Tokyo in 134 days; Peking to Tokyo in 4 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At  
Dairen, Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in  
North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable  
at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAVEL CO.;  
Messrs. TROUS, COOK & SON, ENGINEERS and MANAGERS, HONGKONG; Messrs. LLOYD,  
the NORDDEUTSCHER LLOYD, and the NIPPON Yusen KAISHA, Shanghai; from each of  
whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct  
from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.  
Tel. Add.: "MANZU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,  
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

## OREGON PINE.

THE CHINA IMPORT AND  
EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914.

THE YOKOHAMA DOCK CO.,  
LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 681, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 575 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tall shafts are kept in stock. Two powerful toy boats, floating derrick to  
14 ft. long; pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
pumps, lighters, constructional steel work, etc. Orders on short notice by letter or cable.

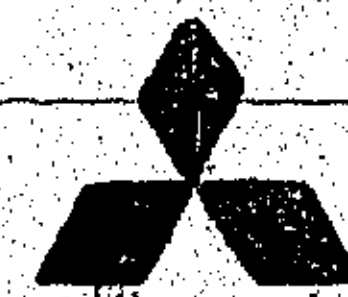
WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses  
and open country for the storage of goods. Floor area 62,917 square yards, or 14 acres.  
Every description of warehousing, Custom-House brokerage and insurance under-  
taken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

WM. STEWART & CO.  
TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and  
Plank.  
Teak and Hardwood supplied Machine Sawn to any Dimensions.  
Flooring—Sizes to Order.  
Philippine Hardwood Wharf Piles in lengths up to 60 feet.  
The attention of Architects, Civil Engineers and Contractors is directed to the  
splendid range of Philippine Hardwoods suitable for constructional purposes.  
Prices and Samples on application.  
Telegrams—Rosenwood. Telephone No. 1463. P. O. Box No. 639.  
Hongkong, 2nd May, 1914.



MITSU BISHI DOCKYARD  
AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contralto Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's  
Manganese Bronze, Pulcometer and Engineering Co.'s Refrigerating Plants  
and Parsons Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks			
No. 1	510 ft.	77 ft.	28 ft.
No. 2	390 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OUHA MARU," 716 tons and 12 knots speed, is always ready  
at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	530 Feet.
Max. Breadth	58 "	68 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shearlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[806]

APPLICATIONS FOR AGENCIES IN  
CHINA AND JAPAN.

Should be sent to our Agent:—

MR. T. RUDDIMAN JOHNSTON,

13, Mikawada-machi, Azabu-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

ON SALE.

THE

DIRECTORY

and

CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS,  
MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO,  
THE PHILIPPINES, ETC.

FOR THE YEAR

1914.

NEARLY 2,000 PAGES; 15 MAPS AND PLANS.

TO BE OBTAINED AT THE OFFICE OF

THE "HONGKONG DAILY PRESS,"

OR

MESSRS. KELLY & WALSH, LTD.

Hongkong, 18th February, 1914.

HOTELS

THE  
HONGKONG  
HOTEL  
AND  
GRILL ROOM.

J. H. TAGGART,  
Manager.

KING EDWARD  
HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.  
One Minute's Walk from Ferry.  
Telephones on All Floors.  
Electric Lifts, Fans and Lighting.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System Throughout.  
Best of Food and Service.  
Hotel Launch Meets All Steamers.  
Telephone No. 378.  
Tel. Address: "VICTORIA."  
R. H. NOBTR,  
Manager.

GRAND HOTEL.  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA  
Renders Selections during TEA-TIME  
and DINNER daily, and at 11.15 a.m. and  
5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and  
is now luxuriously furnished and up-to-date  
in every respect, situated in the most central  
position. Large and airy Rooms, Hot, Cold,  
and Shower Baths, Electric Light Throughout  
and Fans. Large and Comfortable Lounge,  
Private and Public Bars and Billiard Rooms.  
CUISINE ENTIRELY UNDER EURO-  
PEAN SUPERVISION, Sanitary Arrange-  
ments of the latest, HOTEL LAUNDRY  
MEETS ALL STEAMERS. Monthly Rates for  
Furn and Dinner. Special Rates for  
married families on application to  
"FREDERICK REICHMANN,  
Proprietor.

Telephone No. 197.  
TELEGRAPHIC ADDRESS: "COMFORT,"  
Hongkong.

[81]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.  
FIRST-CLASS RESIDENTIAL and  
TOURIST HOTEL. Unrivalled for  
Comfort, Health and Convenience. Telephone  
in Every Room, prompt connection main-  
tained by six lines to Central.  
Fifteen Minutes from Principal Landing  
Stages. Moderate Tariff and Excellent  
Cuisine, Roof Garden and Social Rooms.  
European Runner meets Steamers.  
P. O. PEUSTEL,  
Manager.

[1492]

THE NEW MACAU  
HOTEL.

THIS LARGE and ROOMY HOTEL  
will be OPENED on August 1st, 1914,  
under NEW OWNERSHIP and EXPERI-  
ENCED EUROPEAN MANAGEMENT.  
The place has been renovated throughout and  
entirely refurnished, and now offers excellent  
accommodation for residents and tourists.  
Situated on the Praia Grande facing the sea, a  
cool breeze is enjoyed all the year round. Hot  
and cold baths and all sanitary arrangements  
are to date. Electric lights and fans. Public  
and private bars and billiard rooms. LARGE  
AND COMFORTABLE DINING ROOM  
(recently enlarged and re-constructed) facing  
the sea.

C



## INTIMATIONS

A. S. WATSON  
& CO., LTD.,

ESTABLISHED 72 YEARS.

WINE &amp; SPIRIT MERCHANTS.

WATSON'S  
VERY OLD LIQUEUR  
SCOTCH  
WHISKY.

Our Celebrated **E** very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as THE LEADING SCOTCH WHISKY IN THE EAST.

WATSON'S  
**E**  
BRANDY.

Finest very old BROWN BRANDY, Guaranteed 25 years age, in wood. The finest LIQUEUR BRANDY on the market.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P.O. Box 34. Telephone No. 12.

## BIRTH.

DIGNY.—On July 20th, at "Basile," Hongkong, the wife of Dr. K. H. DIGNY, of a daughter. [1914]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 21ST, 1914.

There can be little doubt that the trouble the Canadian authorities are experiencing in enforcing their Immigration Laws, in the case of the 400 Hindus brought to Vancouver by the *Komagata Maru*, will immensely strengthen public sympathy in Canada with the attitude taken up on this question by the Province of British Columbia, and the subject of Oriental immigration will probably now be raised in a more acute form. There is a strong feeling in British Columbia in favour of excluding all Oriental labourers, and a proposal was quite recently under discussion to send a deputation to the Dominion Government at Ottawa to represent the desirability of an Order-in-Council to that effect. The defiant attitude of the Indians on the *Komagata Maru*, who are apparently encouraged in this defiance by the Hindu organisations in British Columbia, has lent a support to the demand of the people of British Columbia which would probably otherwise have been lacking in the Eastern part of the Dominion. Last month great meetings were held in Vancouver to pass resolutions against the admission of the Hindus and demanding more stringent legislation to prevent such immigration. At the same time, Governor

Simon, the wealthy Hindu who chartered the *Komagata Maru* to take this consignment of Hindus to Vancouver, was making it known that he had not abandoned his original intention to establish a line of steamers to bring Hindus to British Columbia and carry freight to this side of the Pacific. In a letter to a Vancouver paper he asks for the insertion of the following advertisement:—"Wanted, agents for four ships per year up to five years for India with best class of every kind of lumber. Apply with price list and specimens of lumber." Notwithstanding that the police and the immigration authorities have been taking precautions to prevent the Hindu agitators residing in Vancouver getting into communication with their countrymen on the ship, the crowd on board seems to be well primed regarding the part they are expected to play in the game, and it looks as if blood will be shed before they are overawed. Previous telegrams have told us that the owners of the steamer have sent imperative orders to the Captain to bring the vessel back, but he apparently is afraid to take the risk unless an armed guard is put on board adequate to cope with a mutiny among the passengers. Sometime ago the Captain was stated to have asked the Japanese warships on the Pacific Coast of America to furnish a guard of a hundred marines for the voyage, as the Hindus had declared that they would use violence and even murder before they permitted the ship to sail for India. Their threats, it was said, prevented the firemen from working. We assume that the Japanese Naval authorities will not supply the naval guard, and since the Canadian authorities are unable to induce the *Komagata Maru* to leave, they have decided to send a force from the their own cruiser *Rainbow* to reduce the Hindus to submission and transfer them to the *Empress of Japan*, which is sailing from Vancouver on Thursday. Presumably a naval guard from the *Rainbow* will travel with them. Whether the costs in the circumstances can be claimed from the master and charterers of the *Komagata Maru* is not clear, but no doubt the expense to which the Government is put will be considered in the penalty imposed in the action which is to be taken against them for their failure to comply with the deportation order. In any event, Governor Simon, we imagine, will have considerable difficulty in finding another shipowner prepared to accept a charter from him for further enterprise of the kind.

Mr. Mee Cheung, the well-known photographer, has taken a series of photographs in the flooded districts of the West River which give a good idea of the nature of the damage done by the floods.

The Cantonese merchants at Pnom-penh, Indo-China, recently organised a "grande kermesse" for the benefit of the victims of the West River floods. H.M. King Sisowath patronised the effort.

Inspector P. O'Sullivan prosecuted a Chinese at the Magistracy yesterday before Mr. Wood on a charge of returning from banishment. A robbery of clothing having been reported from the house in which the defendant was residing, a detective was sent to investigate the matter. He saw the defendant there, and although his suspicions were directed against the man, he could find nothing to assist him in bringing a charge against him. However, the detective fancied he remembered the man's face as being that of a man who had been banished, so he took him to the West Point Station, where the man's fingerprints were taken, and, according to the police, his prints tallied with a man who had been deported. The case was remanded until to-day.

A Chinese was charged at the Magistracy yesterday with snatching a gold neck-band, with appendage, from a woman in Shek-tong-shui, and further with maliciously wounding two persons. The defendant pleaded guilty, but evidence was taken with a view to committing the man to the Criminal Sessions. It seemed that the man suddenly tore the necklet off the complainant as she stepped from a restaurant, and then ran off. He had been observed by two other Chinese, however, and these gave chase. The fugitive ran into Queen's Road, where his pursuers followed him. Ultimately the thief saw that he was being overtaken, and as his nearest pursuer came up to him he turned round and stabbed him with a sharp instrument. This man fell out of the chase, but the second man pluckily continued, only to receive a stab wound similar to the other pursuer. The thief was ultimately arrested by an Indian constable. The two injured men were removed to hospital, but their wounds are not serious. The case was remanded.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE HOME RULE SITUATION.

## ISSUE NARROWED DOWN.

KING CONVENES A CONFERENCE OF PARTY LEADERS.  
LONDON, July 20th.

The *Morning Post* and the *Daily Mail* state that, acting with the approval or on the advice of Ministers, the King has summoned a conference of representatives of all parties, and all have acquiesced. They meet to-morrow.

The *Times* states that the conference, which will consist of two representatives each from the Government, the Opposition, the Nationalists, and the Ulster Covenanters, meets at Buckingham Palace to-morrow. The members will be: Mr. Asquith and Mr. Lloyd-George, Lord Lansdowne and Mr. Bonar Law, Mr. Redmond and Mr. Dillon, and Sir Edward Carson and Captain Craig.

Mr. Asquith is expected to announce this conference this afternoon.

LATER.  
The report that a conference will be held between representatives of all parties has been officially confirmed.

## NEWSPAPER COMMENTS ON THE POSITION.

The papers generally agree that the Home Rule issue has been narrowed down to a struggle for the possession of Fermanagh and Tyrone, the latter county, in which the Protestants are in a majority only in the south, being the chief difficulty.

The *Standard* and the *Daily Telegraph* say that as the result of negotiations the Unionists have tentatively agreed to the inclusion of Donegal, Cavan, and Monaghan in the Home Rule area, and that the Government are abandoning the County option and the six years' limit.

The *Morning Post* says that the Opposition have already rejected the offer to divide Tyrone, and that the position still remains that of a "clean-cut" or a fight.

The *Daily Chronicle* says that Sir Edward Carson insists on the exclusion of the whole of Fermanagh and Tyrone.

The papers agree that after Mr. Asquith's statement to-day the House of Commons will adjourn and the negotiations will be resumed.

The *Daily Telegraph* states that Mr. Lloyd George will be taken off the Finance Bill in order to assist in the negotiations in the remaining stages of the Home Rule Bill.

The Finance Bill will be in charge of the Rt. Hon. H. L. Samuel and the Rt. Hon. Sir J. A. Simon.

## GREAT BRITAIN'S FLEET.

THE KING WITNESSES A TEST MOBILISATION OF FIVE HUNDRED WARSHIPS.

LONDON, July 20th.

His Majesty King George, and the Prince of Wales, accompanied by Mr. Asquith, the Premier, on board the Royal yacht *Alexandra*, passed down the lines of the fleet assembled off Portsmouth and boarded five of the warships.

LATER.

After a night of storm, the King, accompanied by the Prince of Wales, and Mr. Asquith, aboard the Royal yacht, led the mobilised Fleet out to sea. Soon there was a great modern Fleet under way. The *Alexandra* anchored to enable the Royal party to watch the ships pass. It took two hours, steaming line abreast, and was a superb sight.

[A previous telegram stated that no fewer than 493 warships of all classes were to be fully manned for the occasion.]

## TROUBLOUS MEXICO.

INSURRECTIONS AGAINST THE CONSTITUTIONALS.

MEXICO CITY, July 20th.

General Orozco, with 4,000 men, has started an insurrection against the Constitutionals, to the north of Aguascalientes, while the followers of General Zapata, who has long been conducting an insurrection independently against the Constitutionals, is pillaging and burning villages in the vicinity of the capital.

PUERTO MEXICO, July 20th.

Ex-President Huerta has postponed his departure for at least a day, and possibly for several days, owing to his failure to find a vessel for the friends who are anxious to accompany him.

The number of military refugees is increasing.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## "KOMAGATA-MARU'S" HINDU IMMIGRANTS.

## A FIGHT WITH THE POLICE.

VICTORIA, B.C., July 20th.

The Hindus on board the *Komagata Maru* beat off over a hundred armed Vancouver police who attempted to board and force the vessel to sail for Hongkong. A number of the police, including the Chief, was wounded by missiles hurled from the deck.

CANADIAN SAILORS TO "REDUCE THEM TO SUBMISSION."

OTTAWA, July 20th.

The Government has instructed the Commander of the Dominion cruiser *Rainbow* to send a detachment to the *Komagata Maru* to reduce the Hindus to submission with a view to their deportation on the *Empress of Japan*, which is sailing on Thursday. The Government also intend to take legal proceedings against the master and the charterers of the *Komagata Maru* for failing to carry out the deportation order.

## THE FRENCH POLITICAL TRAGEDY.

LONDON, July 20th.

Madame Caillaux has been taken to the Conciergerie, and is confined in a part of the building not far removed from Marie Antoinette's dungeon.

It has now been decided to admit a few privileged women to the trial, but they will be placed behind an iron railing, and out of sight of the prisoner.

## THE PLAGUE.

There were but eleven cases of plague last week, resulting in eight deaths; one Portuguese and the remainder Chinese. Of the eleven cases, five occurred in Victoria, and six in the outside areas. Since January 1st, there have now been 2,104 cases and 1,351 deaths.

During last week also, there was one fatal Chinese case of diphtheria, one British and one Chinese case of enteric fever, the latter being fatal, and a fatal Chinese case of small-pox.

## TALE OF AN OPIUM DEAL.

At the Magistracy yesterday, before Mr. J. R. Wood, two Chinese were charged with being in unlawful possession of and with dealing in 470 taels of prepared opium, worth \$2,820. The second man, a sampan owner, was defended by Mr. C. S. Russ.

A Chinese detective said that he engaged a sampan at the Pottinger Street stone jetty, and moored it near Blake Pier.

Some time later he saw another sampan approaching. Witness boarded this sampan, upon which were the two defendants. The first man asked if he (witness) had the money, and he replied in the affirmative, then asking the first defendant if he had "the goods." The latter asked the second man to open a bag which was on the sampan, and when it was opened witness asked the first defendant if he had a licence to sell opium. He then knew that witness was a constable, and tried to jump overboard, but was stopped by witness, with the assistance of the second man. A second detective came on board and arrested the sampan owner, and witness seized the first man.

Mr. Russ suggested that the story told by the detective regarding the second defendant unloading the bag was untrue, and that it was a little invention to enable him to bring "guilty knowledge" against the sampan man, but the witness affirmed that his story was true. He did not know that the mother of the sampan man, who was on the boat, had her arm grazed by a bullet. He fired a shot into the sea from his revolver in order to frighten the first man when he tried to jump into the water. He threatened him that if he jumped overboard he would shoot him.

The charge against Mr. Russ' client was withdrawn, and he was put into the box to tell his story. He said that the first man engaged his sampan, and a coolie who was with him brought a bundle which was deposited on the boat. Witness did not know what this bundle contained until the police came on board. The old woman whose arm was grazed by a bullet said that she received the wound when attempting to guard her son. She put up her arm as the detective fired, as she was afraid her son would be shot, and the bullet touched her.

Sergeant Wills said that the detective made no report of this to his superior officers, and his Worship asked the Sergeant to "report" the detective. The defendant, who said he had been a cook on the *Korea*, but took his discharge two months ago, was sentenced to twelve months' hard labour.

## TELEGRAMS.

[“DER OSTASIATISCHER LLOYD”]

## SERVICE.]

## CHINA SERVICE.

## ABOLITION OF TARTAR-GENERALS.

PEKING, July 20th.

The Government has decided on the abolition of the Tartar-Generals, with the exception of those at Sui-yuan, Jehol and Chahar.

## HSIUNG HSI LING.

PEKING, July 20th.

Hsiung Hsi Ling, Director of the Oil Bureau, has again applied for leave, and it has been granted to him. It must be surmised that his resignation cannot be averted.

## CHOU TZE HSI.

PEKING, July 20th.

Chou Tze Hsi has already twice been granted leave of absence, and rumours of his impending resignation are spreading.

## TENG KUO CHANG RETURNS TO NANKING.

PEKING, July 20th.

Teng Kuo Chang returns to Nanking to-day.

## EUROPEAN SERVICE.

## THE GERMAN LEGATION AT PEKING.

BERLIN, July 19th.

A report that the Under-Secretary of State for the Foreign Office, Herr Zimmerman, would go as Minister to Peking, is categorically denied.

It is more likely that Herr v. Hintze, now at Mexico, will be appointed.

## SERVIA AND AUSTRIA.

BERLIN, July 19th.

The *Norddeutsche Allgemeine Zeitung* warns Serbia not to decline Austria's legitimate demands, and hopes that the conflict will be localized.

## ALBANIAN SITUATION IMPROVING.

BERLIN, July 19th.

The Albanian tension is slackening. The Greeks are evacuating the island of Sassinio, in the Bay of Valona, and the Epirotes have stopped their advance and have begun to return towards the Greek frontier.

## INCIDENTS ON THE RUMANO-BULGARIAN FRONTIER.

BERLIN, July 19th.

Many incidents are taking place on the Rumanian-Bulgarian frontier; gendarmes and soldiers have had some sanguinary encounters, and the respective Governments are trying to calm them.

## RUSSIA AND THE POLES.

BERLIN, July 19th.

Russian newspapers announce a reversal in Russia's policy towards the Poles. She will endeavour to win over the Prussian Poles, in view of possible future conflicts with Germany.

## HUERTA GOING TO JAMAICA.

BERLIN, July 19th.

Huerta is being taken to Jamaica by the German cruiser *Dresden*.

## DEATH OF MAJOR-GENERAL VILLIERS-HATTON.

We regret to record the death of Major-General Villiers-Hatton, C.B., late of the Grenadier Guards, whom many of our readers will remember as having been in command of the troops in South China from 1903 to 1906. Major-General Villiers-Hatton served with the Nile Expedition in 1898, for which he was rewarded with the C.B., and the Egyptian medal and clasp. He had married in the previous year (1897) the daughter of Mr. and Mrs. Burrall, of New York. Since returning home from Hongkong he had been on half-pay, living at 34, Charles Street, Berkeley Square, London, W. His age is given at 61.

The memory of his association with Hongkong is perpetuated by a Peak road which was constructed during the period of his command and now bears his name—Hatton Road.

## TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 4.05 p.m. yesterday:—  
Cyclone or typhoon, near or over the Southern Ladrone or Mariana Islands, developing.

## "SUI TAI" AND "ON LEE" IN COLLISION.

MARINE COURT INQUIRY.

An exciting West River incident was described at the Marine Court yesterday when Commander Beckwith, R.N., heard a case in which O. Hughes, master of the str. *On Lee*, was summoned at the instance of R. D. Thomas, master of the str. *Sui Tai*, for failing to observe the International Collision Regulations, Articles 23 and 24, while navigating the str. *On Lee* on the West River on the night of July 13th.

Mr. D. V. Stevenson (from Messrs. Deacon, Looker, Deacon & Harston) appeared for plaintiff, and Mr. Dixon (from Messrs. Wilkinson & Grist) defended, and pleaded not guilty.

Captain Thomas of the *Sui Tai* said he left the Wing Lok Street wharf at 7 p.m., the *On Lee* having left just before. The *Sui Tai* followed the *On Lee* until they got to the west side of the Canton River. Then the *Shun Lee* was noticed to be coming down, and when near Swasthiwai Point the *On Lee* was still ahead on the port side of the *Sui Tai*, which had set her course for Kungmoon. When this position had been secured he left the bridge in charge of the Chief Officer, and told him when he saw the red light at Wongmoon to call him up. Witness then went to his room and shortly afterwards he suddenly heard the signal "port helm," and at this he rushed on to the bridge. He saw the *On Lee* coming on at an angle of three points, and within about fifteen or twenty feet of the *Sui Tai*. Witness at once gave the order "full speed astern." The *On Lee* came on and struck the *Sui Tai* slightly, and then went ahead and across her bows. He heard no signal from the *On Lee*, but directly he had the engines put hard astern he gave three blasts. The *Sui Tai* continued going astern for about two minutes, and the vessel was going full speed astern when the collision took place.

In reply to the Magistrate witness said that the impact was not great. The engineer said he did not know they had touched anything, and the second officer who was asleep at the time on deck did not know anything about it.

Witness added that his ship steered usually very well, and that on the voyage on which the collision took place he had 220 passengers on board and was also carrying a general cargo.

Cross-examined by Mr. Dixon witness said that the *Sui Tai* had always been a good steamer. Mr. Dixon asked witness if he knew of an old quartermaster of his who had complained to him about the bad way in which the ship responded to his steering. Witness said he recalled this, and added that this particular quartermaster was by no means satisfactory and had since been dismissed the ship. The ship had always steered well since he had been aboard her.

Replying to further questions witness said that there was 200 yards between his vessel and the land on the starboard side at the time of the accident.

Then if you had gone another 100 yards to starboard, as you could have done, the accident could not have occurred?—I would not care to say that. At this part the channel is three-quarters of a mile broad, and if we were only 200 yards from the one side, there was plenty of room for other vessels on the other side.

The Magistrate—The question is: if you had gone another 100 yards to starboard, would there have been a collision? Judging by the speed at which the *On Lee* was travelling, and if she had kept the course she was following—the three points course—she would have hit us higher up the river.

Then your reply is that a collision would have occurred?—Yes.

Mr. Dixon—If you had gone straight on and not altered your course there would have been no accident?—We did not alter the course until we saw the accident coming.

Did you hear anyone from the *On Lee* shouting at you through a megaphone?—No.

On the day following the collision you called on the Captain of the *On Lee* and said, "If you had not had some of those fools on the bridge this would not have happened." What did you mean by that; did you mean European officers?—No, I meant the Chinese.

After the accident your firm wrote to the owners of the *On Lee* asking for compensation for damages, and the latter denied any liability—I believe that is so.

H. B. Baker, the Chief Officer of the *Sui Tai*, whom the master left in charge of the bridge on the night of the collision, said that when the master left the bridge the *On Lee* was about two cables ahead on the port side, heading for Swasthiwai light. Eventually the ships drew alongside, and as a ship was coming down the *On Lee* partly ported and he (witness) did likewise with the *Sui Tai*. Then the *On Lee* appeared to port hard, which brought her across the bows of the *Sui Tai*, and coming hard over to the *Sui Tai*. He gave "hard to port," and then the Captain came up on the bridge, saw how matters stood, and gave "full speed astern." Despite this, the *Sui Tai* was struck on the port bow.

By the Magistrate—The *On Lee* was travelling at full speed when she struck the *Sui Tai*. A "certain amount" of damage was done to the *Sui Tai*, but nothing which prevented her running. He did not hear any signal from the *On Lee*. If there had been one he was certain to have heard it.

Mr. Dixon asked—What do you think the *On Lee* should have done?—She should have slowed down and run under our stern.

The Magistrate—What kind of a bump was it?—It was a sliding sort of bump; she pushed us off.

Corroborative evidence was given by the pilot of the *Sui Tai*, after which the hearing was adjourned until Wednesday.



## RANDOM REFLECTIONS.

The stray tourists in search of sunshine were about the most miserable people on earth throughout last week, and those who have left our island to continue their search for the sun elsewhere have taken away with them, to spread broadcast, the opinion that Hongkong is a place of rain with a perpetual dome of leaden skies. The bleached Americans from Manila who come here to enjoy the less fierce rays of the sun are visitors to be sorry for when the melancholy weather which prevailed last week considers it fit to make an objectionable stay. They come here intent upon just lounging about the Peak and being gently brought back to a natural colouring by a more paternal climate. One can imagine their feelings when each day brings forth rain and more rain. And quite naturally the holiday-makers cannot take the philosophical view of this continual soaking which residents do. We either jump into a ricksha or chair, or obscure ourselves with waterproofs and bear that fixed look which conveys nothing.

There are some youngsters in the vicinity of Glenelly who could inform you that there is no necessity to go so far away as West or North Point for a dip. The nullah in this neighbourhood, along with a small wall and a hole intended to catch refuse, does it all for them. The water rushes down, refuse collects and becomes so compressed that very soon the water refuses to pass through the hole. With the help of the small wall it rises to a height of several feet and continues to run away over the wall. But a lovely pool has thus been formed, and some observant youngsters, without a thought of bathing conventions, and not at all influenced by local Ordinances, take full advantage of the open-air bath unintentionally created. Of course, we all know it is very wrong—but that wall and refuse-catching arrangement must surely be far from right!

When my eye caught the heading "Reckless pony riding at Kowloon," I must confess to being startled. But this particular pony did not belong to the section I had in mind. I pictured one of those poor haggard-looking ponies, ponies with many points but all of bone, which are held up by the shafts of a gharry, and would surely be a danger to themselves if they galloped of their own free-will. The condition of some of these gharry ponies is really pitiable. No doubt in days now very historical they pranced round Happy Valley with all the free abandon of young and healthy young ponies. Then they became old and, as with human beings, age brought stiff joints and a by no means perfect digestion. Eventually, through a Chinese enterprise, they have been harnessed to gharrys—they should be carried really—and have been allowed to get into such a condition that ribs may be counted at a distance, and lustreless eyes seem to hold a story which must indeed be sad. And the way these shadows of what once were quip plump ponies shamble along with a load gives a good indication of their generally impaired constitution.

There would surely be some interesting developments if the British Government suddenly thought fit to adopt a policy on the lines of the Chinese Press Laws; and wonderful use could be made of the rules laid down, say, by a Liberal Government which was desirous of getting rid of some precocious Tory journals which were far too enterprising either for the peace of mind of Liberal members and security of office, and vice versa. One of the Chinese ideas of things which go to the making of a safe journal—safe to the Government at least—is that the President should know all about a man's antecedents, etc., before deciding whether he should be allowed to labour in newspaperdom as an editor. This leads one to surmise what kind of antecedents a good editor should have. There are juniors in the Press world who would tell you that some editors must have sprung from a family of butchers judging by the inhuman mutilation invariably meted out to their own special productions. That others undeniably derived their being from a family brutally opposed to dream-stanzas on the moon and stars and sun, and to whom embryonic Laureates were like so much red rag to a ferocious bull. Young aspirants to high places in the world of letters would say at once that an editor must be proved to be full of genuine sympathy for all poetical and other callers before he passes the censor. Also, that he must be able to say "yes" as well as "no" to those who know that their own pet effusions would bring fame to the paper and the author. [Editor, please note.]

It is certainly up to the young and active men and youths of the Colony to see that there will be no necessity to shut down the gymnasium at the V.R.C. The balance-sheet which was presented to the members at the annual meeting reveals a sad lack of support in this most important section of the Club's premises, and the Secretary, after regretting the continued "stagnancy in this section," meaningly added, "I trust the young members will take full advantage of the opportunity offered them, otherwise the Committee will have seriously to consider the question of converting the space to some other purpose." The utility of a gymnasium cannot be over-estimated, and I will just add that a Club of the nature of the V.R.C. is essentially first and foremost a recreation club. Many Colonies would pay a great deal for such a well-equipped gym.

With reference to my note last week on the subject of the appointment of three local medical practitioners to honorary positions at the Government Civil Hospital, I am informed that it is a fact that these appointments are connected with the teaching of surgery and medicine at the University, but it is not a fact that "paying patients and charity patients alike are to be turned over to the medical students and their professors." I understand that paying patients in the Hospital will not be visited by the medical students and that the work of the students and the honorary visiting medics will be confined to certain Chinese wards. There is much to be said, of course, for giving to the medical students at the University these facilities, but it would have saved a lot of misunderstanding if the powers that be had prepared the public for this change in the Hospital administration by some public statement on the subject. An official explanation is still due.

RODERICK RANDOM.

## THE WEST RIVER FLOODS.

The Hon. Treasurer of the Fund for relief of distress caused by floods in West River, Mr. A. G. Stephen, of the Hongkong and Shanghai Bank, kindly sends us the following list of subscriptions received by him to the above Fund:

Hongkong and Shanghai Banking Corporation	\$10,000
Chartered Bank of India, Australia and China	3,000
Banque de l'Indo-Chine	2,500
Russo-Asiatic Bank	2,500
Yokohama Specie Bank	2,500
Deutsch-Asiatische Bank	2,500
Jardine, Matheson & Co., Ltd.	2,500
Butterfield & Swire	2,500
David Sassoon & Co., Ltd.	2,500
E. D. Sassoon & Co.	2,500
S. J. David & Co.	1,500
E. Pabany	1,500
Cawasjee Pallanjee & Co.	1,000
H. M. H. Nemazee	1,000
Societe des Missions Etrangères	1,000
A. V. Apcar	400

## TUNG WA HOSPITAL FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund:

Already acknowledged	\$111,466.93
Nga Lok Lau	860.30
The Staff of Watson's Aerated Water Factory	118.40
Yeung Sun Shu Suk	108.00
Mr. U Pak Hin	100.00
Messrs. Kwong Tung Tai	100.00
Wong Wing Shun Tong	100.00
Messrs. Yu Lung Hing Kee	100.00
Second-hand Clothing Dealers' Guild	90.00
Chinese Catholic Union, Hongkong	85.00
Mr. Leung Yiu Ping	50.00
Messrs. Kwong Kee	50.00
Messrs. Tung Woo Yuen	50.00
Messrs. Kung Yau Yuen	50.00
Messrs. Yau Lan Hin	50.00
Messrs. Wa Cheong Tai	50.00
To To Sin Restaurant	50.00
Messrs. Tung Cheong Company	50.00
Collected by steamer Fat Shan (3rd instalment)	44.35
Collected by steamer Tai Shan (21st instalment)	37.70
Mr. Wong Shuen Wing	30.00
Messrs. So Sui Shing	30.00
Messrs. Wo Lung	30.00
Messrs. Yee Cheong	30.00
Messrs. Wo Fat	25.00
Mr. Li Pui Ching and his Students	20.35
Lai Him Yu Tong	20.00
Mr. Yung Cho Wing	20.00
Messrs. Kwong Lun Tai	20.00
Mr. Hung Chung Ming	20.00
Mo Ming Shi	20.00
Messrs. Yee Shun Yuen	20.00
Messrs. Sun Tak Lung	20.00
Messrs. Lee Ching Chan	20.00
Messrs. Man Lee Chan	20.00
Messrs. Yau On Tong	20.00
Collected by steamer Kin Shan (7th instalment)	18.47
Mr. Leung Wa Hing	15.00
Messrs. Sing Kee	15.00
Yau Mung Shu Shui	10.00
Messrs. Wing Wo Shing	10.00
Yuk Po Lau Restaurant	10.00
Messrs. Kwong Wing Cheong	10.00
Messrs. Tseng Woo	10.00
Messrs. Tak Cheong Lung	10.00
Messrs. Kwong Mee Cheong	10.00
Messrs. Yee Shing Yuen	10.00
Messrs. Yick Mow	10.00
Messrs. Wing Mow	10.00
Messrs. Tak Wa	10.00
Messrs. Tin Hing Lung	10.00
Messrs. Yau On	10.00
Messrs. Kwong Wing Cheung	10.00
Messrs. Kwong Hing Lung	10.00
Messrs. Sam Yuen	10.00
Messrs. Sam Dor	10.00
Messrs. Tin On	10.00
Messrs. Wo Shing	9.50
Comptadore, S.S. Fu Yin	120.00
24 donations of \$5	
	\$114,368.60

## HONGKONG QUARANTINE STATION.

## REPRESENTATIONS BY THE CHAMBER OF COMMERCE.

"WE HAVE NOT THE SEEMANCE OF A QUARANTINE STATION."

The Secretary of the Chamber of Commerce sends us the following correspondence with the Government with reference to the Quarantine Station:—

Letter to the Government.

Hongkong, 24th June, 1914.

SIR,—I beg to inform you that the question of this Colony possessing a suitable quarantine station ready at all times for immediate use was considered by the Committee of the Chamber of Commerce at their last meeting and I am now directed to address you on the subject.

The views of the Committee have on two occasions in recent years been expressed by the Chairman in his annual address, extracts from which are enclosed.

In consequence of the representations made to the then Governor of the Colony in 1908, the Quarantine Station at Lai-chi-kok was purchased from the Transvaal Labour Importation Agency but very shortly after rented to the Military authorities in whose possession it has since remained.

Even if this station could be evacuated in the event of an outbreak of cholera or plague, this would presumably be a matter of some little time the result being that we are practically without any Quarantine Station in what is the second largest shipping port of the world, and when from geographical and climatic reasons we are liable at almost any time of the year to a serious outbreak of such epidemics as bubonic plague, cholera and small-pox.

To these dangers must shortly be added, with the opening of the Panama Canal, the grave possibility of the introduction of yellow fever, a disease which happily up to the present has been unknown in the Far East, but which if it once obtains a footing here may spread throughout the whole of Asia and Malaysia.

The Chamber of Commerce are of opinion that the time has now arrived when a permanent modernly-equipped quarantine station should be set up in the harbour.

It is possible that objections may be raised to the use of the Lai-chi-kok establishment and that a more suitable site might be found on one of the islands in the harbour. Here sites could be made where methods might be erected as required, or where permanent iron and concrete shelters could be set up as it is, it is understood, done on the quarantine island in Singapore.

As His Excellency is no doubt aware, we have recently been subjected to even stricter quarantine by surrounding ports on account of bubonic plague than formerly and this is particularly shown by the new regulations recently brought into force by the Japanese Government against vessels arriving from Hongkong.

It is imperative therefore that we demonstrate to all our neighbours that we are doing all possible to set our house in order and keep it so.

It cannot be claimed that we are acting in such a manner as to minimise the possible transfer of disease from this port when we have not even the semblance of a quarantine station.

When, however, we come to consider the question of the possible introduction of yellow fever into this port the matter assumes a very grave aspect indeed, and for this reason alone it would appear essential that steps should be taken to set up a station with as little delay as possible.

While the initial cost need not be possibly very great still it will be considerable and it would be only reasonable therefore that this charge together with that of upkeep, etc., should be shared by others.

On the opening of the Panama Canal, we will find ourselves as an out-post, so to speak, of the British Empire, whose duty it will be to keep a keen lookout to the Eastward to see this terrible scourge does not come upon us and through us spread to other British possessions further to the Westward.

In fact in this respect we will be acting as a Quarantine out-post exactly as we are now a Military out-post for the British Empire.

The quarantine, like the military, expenses are incurred not on behalf of the Colony alone, but in the general Imperial interest and the cost therefore of our station should for this reason be shared by our sister Colonies and British India.

As we may now within a year expect to see vessels arriving here from Panama, the Committee think that it is important matter should receive the earnest consideration of the Government.

The Committee are aware that the question has already been under consideration and are writing in the hope that their representations when forwarded to the proper quarters will accelerate the establishment of this much needed protection to health, life and the general trading interests of our Colony. I have the honour to be, Sir, your obedient servant,

(Signed) E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary.

Reply from the Government.

Hongkong, 9th July, 1914.

SIR,—I am directed to acknowledge the receipt of your letter of the 24th ultimo on the subject of the facilities for quarantine in the Colony.

2.—In reply I am to inform you that while the Government is fully alive to the necessity for taking every possible step that is likely to be effective against the recurrence of plague, quarantine is not a measure that is considered practicable under local conditions in that behalf. The Quarantine Station at Lai-chi-kok was not established for use in respect of plague but in connection with cholera and small-pox, for which purpose it is not unsuitable.

3.—As regards the question of the quarantine of patients suffering from yellow fever or of contacts with that disease, I am directed to state that the question of establishing a station for the purpose is under consideration. I am, Sir, your obedient servant,

(Signed) CLAUD SEVERN, Colonial Secretary.

The Secretary, Chamber of Commerce, Hongkong.

## Further letter to the Government.

Hongkong, 16th July, 1914.

SIR,—I have the honour to acknowledge receipt of your letter of the 9th instant, which purports to be a reply to my letter of the 24th June.

The second paragraph of your letter would appear to evidence a misreading of the fourth paragraph of my letter which clearly refers not only to plague but to cholera and small-pox, and by implication to any other epidemic which can best be dealt with in a quarantine station.

I am directed to point out that your letter contains no statement as to when the present quarantine station, now in use as a barrack, will be available for the fulfilment of its proper functions in case of need. My Committee are glad to learn that the question of quarantine of patients suffering from yellow fever is engaging the consideration of the Government. I have the honour to be, Sir, your obedient servant,

(Signed) E. A. M. WILLIAMS, Secretary.

The Honourable, The Colonial Secretary.

## AN ECCENTRIC DEFENDANT.

At the Magistracy yesterday a Chinese was charged by Acting Inspector Kent with behaving in a disorderly manner on premises of the Hongkong and Shanghai Banking Corporation. It was stated that the defendant was formerly employed as a servant boy at the Bank, but was recently dismissed. He went to the Bank with the object, apparently, of seeing a friend, but the watchman refused to grant him admittance. The man then became noisy and struggled with the watchman and was ultimately taken into custody by an Indian constable.

Defendant's behaviour in the dock was rather eccentric. On one occasion, when the Magistrate asked him through a Chinese interpreter if he was disorderly at the Bank, the man struck up an attitude somewhat similar to that in which Napoleon is usually pictured, and answered in English: "Yes, that is so."

Asked if he had any relatives in the Colony, defendant, with a great show of indignation, said that of course he had. He further volunteered the information that he had made a resolve to scold everyone he met, and that his row with the watchman was premeditated. Then, apparently marvelling at the strange workings of his mind, he asked the Magistrate to explain why he should determine to do such things. His Worship, not being a mental expert, declined to tread on this thin ice.

Defendant was bound over in the sum of \$100 to keep the peace, and strutted out of the Court, holding his arms akimbo, to the intense amusement of all in Court.

## THE SECRET OF OLD AGE.

DR. METCHNIKOFF'S DIET OF BENEFICENT BACILLI.

Professor Metchnikoff's theories on longevity are, of course, well-known, and a recent article on the subject in *The Times*, a paper of the savant's 70th birthday, has attracted considerable attention. According to the Professor the phenomena of old age are the result of contamination of the blood by intestinal poisons. Among these one of the chief is Indol.

"In a conversation which I had with Professor Metchnikoff," writes the Paris correspondent of *The Times*, "he assured me that this poison could be eliminated by careful attention to diet along the lines indicated in his books and articles. The object of the diet is to introduce good microbes into the system. These are of two kinds, the one producing sugar and the other lactic acid. He continued:—

"For 17 years I have eaten nothing except what has been cooked; no raw food of any kind, in the form of fruit or otherwise. I find my sugar in dates surrounded with Bulgarian bacilli; the lactic acid comes from the well-known preparation of soured milk. This I take in the early morning at my first breakfast. I began with a plate full of vegetable bouillon. After my pot of soured milk I drink a cup of weak tea—not black, as you have it in England."

Professor Metchnikoff is notoriously vigorous for his years and seems to find no need for holidays. He tells me that he will abstain himself from the Pasteur Institute during the month of July and take up his residence in the forest of Rambouillet. There he intends to devote himself more ardently than ever to scientific research. "At the Institute," he remarked, "I am subject to many interruptions. I look forward to my holiday because it gives me a larger freedom for my particular pursuits."

Professor Metchnikoff says that he persists in his regime because in his own case it has given such good results. He comes from a short-lived family; he is the only one remaining, and he attributes this fact to his system of diet. Many savants of his generation are unable to continue their labours, whilst he supports with ease the close and exacting labour of the laboratory. He takes meat and vegetables at his two principal meals in the day, lunch and dinner, but his consumption of meat is very restricted, though he does not insist that it shall be white. Complete of fruit forms a part of each repast.

A telegram to *The Times* last month in connection with the inquiry into the disaster in the River St. Lawrence, said:—The testimony of Mr. Hillhouse, of the Fairfield Shipbuilding Company, who constructed the liner, that if the two largest watertight compartments of the Empress were filled the ship would still not sink below the safety line, has raised a difficult question, as the evidence tends to show that a dry two compartments were smashed in.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 24th.

## THE RUBBER EXHIBITION.

At the Rubber Exhibition which opens to-day at the Agricultural Hall there are more varieties of exhibits, especially in the manufactured article, than at any other show of the kind up to this time. Sir Henry Blake, a former Governor of Hongkong, is one of the leading spirits, as in former years, while the organiser, Mr. A. Staines Manders, has had a wonderfully wide experience in matters of this kind. Plantation rubber figures at its best, but the natural Brazilian article is also shown in excellent shape, and in spite of the recent troubles in connection with the collection and transport of the South American product, and the export dues that have to be paid on it, the representative of Brazil at the Exhibition predicts that better conditions will shortly prevail and henceforth the wild-rubber will give the plantations a run for their money. The Federated Malay States are making a fine display of plantation rubber, and it is largely from such rubber and the rubber of Ceylon that the interesting variety of manufactured articles shown have been made. There are, of course, surgical and personal articles, and furniture largely made of rubber, but perhaps the greatest public interest is being shown in the rubber floor coverings and the full size rubber-tennis court on which games are to be played during the week. This educative side of the exhibition, as showing the great and varied utility of rubber, has been cordially supported by the Rubber Growers' Association, which is, in fact, the introducer of the rubber flooring and has sundry other new ideas in hand for popularising the product.

## SHOWS AND CONGRESSES.

This is, in fact, a great time in London for shows and congresses. The most effective, of course, is that of the Salvation Army, which the other day held a demonstration in Hyde Park that drew a greater crowd, and was more impressive, than any other outdoor gathering that I ever saw in London, apart from State ceremonies. The Chinese, Japanese, and Korean contingents were very popular with the crowd, and the whole event was a tremendous success, in striking contrast to the former years of the Salvation Army, when they were subjected to general ridicule. A large part of the change is doubtless due to their own achievements, but King Edward also did much to make approval of them fashionable. Then we have the Congress on tropical subjects of health and development, in which Mr. Harcourt is taking a great interest, and also a congress of the blind. The blind are well in the public eye nowadays, owing to the genius of Mr. C. Arthur Pearson, whose newspaper activities have been cut short by failing sight, but who has now turned his energies and organising ability to the benefit of those similarly afflicted. This congress is international, too, and more than twenty foreign delegates are present. Among the communications read were some from China. A demonstration of the Morse code by Lady Algonora Percy attracted a big and fashionable crowd. Four blind and deaf girls had electric instruments applied to the backs of their hands and the teacher ticked out messages to them. The expression on their faces eloquently testified to their understanding of the messages. The usual basket work and needlework were supplemented by furniture made by the blind, reporting and typewriting by blind operators, and a lecture on poultry farming by Captain Peirson-Webber, a director of the National Service Poultry Club, who proved how readily he could test the age and characteristics of any fowl placed in his hands, by means of the delicacy of his touch and the sensitiveness of his hearing.

## PARAGUAYAN TEA.

Maté or Paraguayan tea may one of these days attract many buyers in these lands, if the times grow harder still. It costs about a fourth of the price of tea from the East, and the leaves can be used two or three times. It is rather an acquired taste, I hear, but it is claimed to be a good stimulant. Brazil exports 10,000 tons of it every year, but Argentina takes most of it. In Italy it is steadily gaining in favour, the chief attraction being its cheapness, but no less an authority than Mr. Oscar Browning, the well-known Professor from Cambridge, has written to *The Times* to say he has taken to the habit in Italy and asking if it will do him any harm. It has a bitter taste, and he feared it might have some ill-effects attached to it, but South American residents have quickly written to say that it is largely used in Peru and elsewhere and is considered a corrective to the excessive consumption of meat in those regions. So if the taxes go higher still in our land, we may be all acquiring the Maté habit, to the detriment of the China tea trade.

(Continued on page 5.)

## INTIMATIONS

## BAD ERUPTION ALL OVER BABY'S BODY

Hardly Slept at All. Completely Disfigured with the Spots. One Box of Cuticura Ointment and Cuticura Soap Completely Cured.

67, York Rd., Walthamstow, Essex, Eng.

"My baby was cured after two weeks' treatment with Cuticura Soap and Cuticura Ointment. At the beginning of the summer she had a very bad eruption all over her body, even her finger tips being afflicted. It came in the form of spots which as fast as one healed, another formed. Two spots commenced like pin points gradually getting larger and were inflamed causing great irritation which caused the baby to scratch so that they commenced to break and run with what looked like water. She hardly slept at all except in short snatches. The child was completely disfigured with the spots."

"I saw the Cuticura advertisement and sent for samples, and after her first bath with the Cuticura Soap and application of the Cuticura Ointment I know she felt relief. For a fortnight I continued the baths with Cuticura Soap, and applied the Cuticura Ointment gently and the child was cured. I used only one box of Cuticura Ointment and Cuticura Soap, and they completely cured her."

(Signed) Mrs. M. Saunders, Jan. 23, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. SKIN Book free from nearest depot: F. Newbery & Sons, 27, Chancery House St., London; Potter Drug & Chem. Corp., Boston, U.S.A.

For tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[967]

## CHS. J. GAUPP &amp; CO.,

## WATCHMAKERS AND JEWELLERS.

## SURVEYING AND NAUTICAL INSTRUMENTS.

## ZEISS PRISM BINOCULARS.

## SUN GLASSES.

## SILVER AND PRINCE'S PLATE.

Representatives—

## MAPPIN &amp; WEBB, LTD..

LONDON.

## ALEXANDRA BUILDINGS.

CHATER ROAD.

[34]

## CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1864).

## SOLE AGENTS FOR

## FALCON PILSENER BEER.

## THE BEST BEER AT THE

PRICE:

PER 1 DOZ. QUARTS...\$3.48

,, ,, PINTS...\$2.24

DUTY FREE.

[21]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.  
Telegraphic Address: "PRESS."  
Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## EUCARISTIC CONGRESS.

A Reception will be held in the Compound of the Roman Catholic Cathedral by His Lordship Bishop Pozzani on FRIDAY the 24th instant, at 9 p.m., at which address in connection with the above Congress will be delivered.

All Catholics and their Friends are cordially invited.  
Hongkong, 21st July, 1914. [956]

## NOTICE TO CONSIGNEES.

FROM EUROPE.

## THE H.A.L. Steamship

"SENEGAMBIA" Captain M. Miskowicz, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Stockholm" from Stockholm.

Ex.s.s. "Baraco" from Barcelona.

Ex.s.s. "Jarl" from Göteborg.

Ex.s.s. "Björn" from Drammen.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 20th July, 1914. [957]

## NORDDEUTSCHER LLOYD, BREMEN.

## FREIGHT LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "GOETTINGEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 9.30 a.m.

All Claims must reach us before the 3rd August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & Co., General Agents.

Hongkong, 20th July, 1914. [118]

## BAZAAR IN AID OF FLOOD RELIEF FUND.

## THE COMMITTEE solicit the AID of the

Public, and will be pleased to receive Gifts of Articles of any description for the above.

LAU CHU PAK, Chairman.

CHINESE CHAMBER OF COMMERCE, 32, Des Voeux Road Central.

Hongkong, 21st July, 1914. [951]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.E.

[1948]

## THE REPUBLIC MOTOR BOAT CO., LTD.

WANCHAI, PRAYA EAST. TELEPHONE No. 307.

THE above Company has for hire FAST and COMFORTABLE MOTOR BOATS, fitted with British Engines, for Picnic Parties and for carrying passengers to and from Vessels in the Harbour. Our representative will meet passengers at BLAKE PIER, where our boats will be stationed.

Terms \$2 per hour or part thereof, or \$1 per trip not exceeding 15 minutes.

Special arrangements for long runs and hiring by the day.

For further particulars, apply to—

AH KING'S Slipway, WANCHAI.

Hongkong, 27th June, 1914. [874]

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS per Share for the Six Months ending 30th June, 1914, will be Payable on TUESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st July to TUESDAY, the 28th July (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 14th July, 1914. [945]

## THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June, 1914, will be Payable on TUESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st July to TUESDAY, the 28th July (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 14th July, 1914. [946]

## THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS of this Company will be held at the Office of the General Managers at Noon on MONDAY, 27th inst., instead of as previously notified.

By Order, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Managers.

Hongkong, 7th July, 1914. [913]

## INTIMATIONS

## METAL IMPORTERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that a MEETING of METAL IMPORTERS will be held at the SECRETARY'S OFFICE, HONGKONG GENERAL CHAMBER OF COMMERCE, NEW GOVERNMENT BUILDING, TO-MORROW (WEDNESDAY), 22nd July, at 4 P.M.

BUSINESS:

(1) To approve and adopt, if thought desirable, the form of contract proposed by the Provisional Committee, copies of which have been sent to all firms represented at the Meeting of Metal Importers held on 16th May, 1914.

(2) To consider whether or not an Association of Metal Importers shall be formed.

(3) If it is agreed to form an Association, to elect a Committee to draw up rules.

By Order, E. A. M. WILLIAMS, Secretary, HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong, 14th July, 1914.

All Metal Importers not represented at the Meeting held on 16th May, 1914, may obtain copies of the form of contract mentioned in the advertisement upon application to the HONGKONG GENERAL CHAMBER OF COMMERCE.

[883]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR, Manager, 6, Des Voeux Road Central (First Floor).

Telephone No. 650.

Hongkong, 15th May, 1914. [710]

## AUCTION

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th inst. at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at the Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty this King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements (Approximate).	Contents (Approximate).	Annual Rent.	Upset Price.
1	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
2	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
3	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
4	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
5	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
6	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
7	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
8	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
9	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100
10	Peak	120 feet by 120 feet	120 feet by 120 feet	100	2,100

Hongkong, 20th July, 1914. [854]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

SOLE AGENTS FOR  
BURBERRY  
AND  
ZAMBRENE  
RAINCOATS.

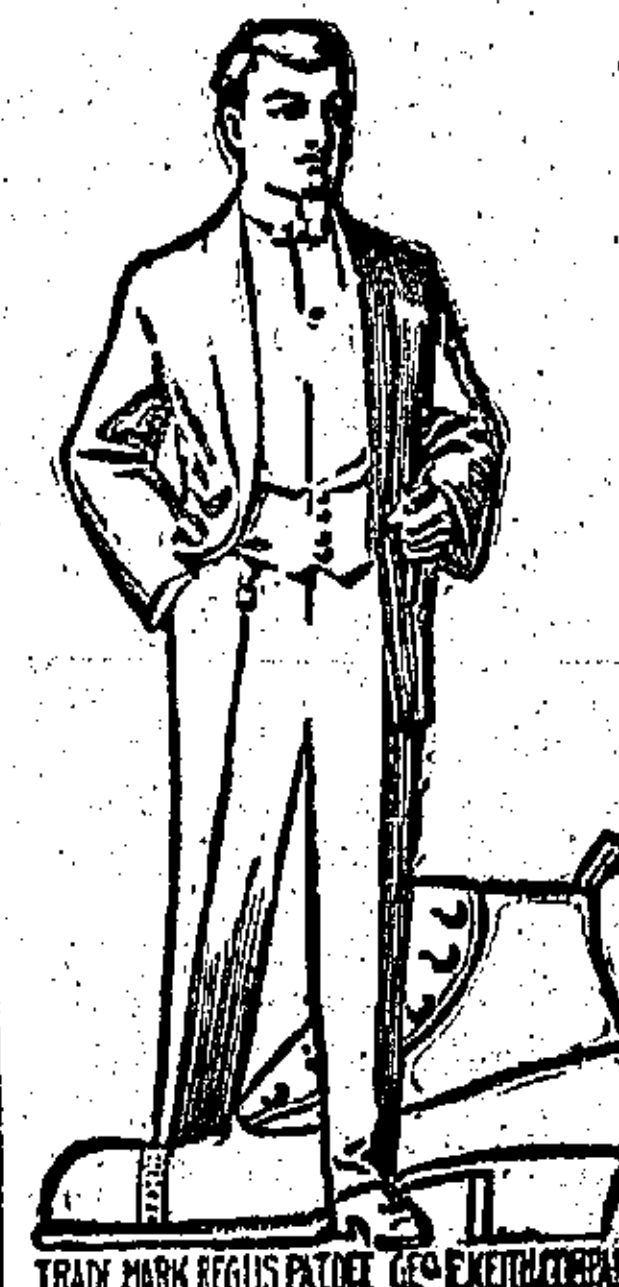
WATERPROOFS  
RUBBER PROOFED FROM \$12.00  
RAINCOATS  
No RUBBER FROM \$28.00

STYLISH  
FOOTWEAR

THE LARGEST SELECTION OF  
BOOTS AND SHOES  
IN THE COLONY.

ENGLISH AND AMERICAN MAKES

SHOES AND BOOTS  
FROM \$9.50 FROM \$10.00



## LANE, CRAWFORD &amp; Co.

THE NAME  
REMINGTON  
STANDS FOR

The Longest History.  
The Widest Experience.  
The Greatest Manufacturing Resources.  
The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

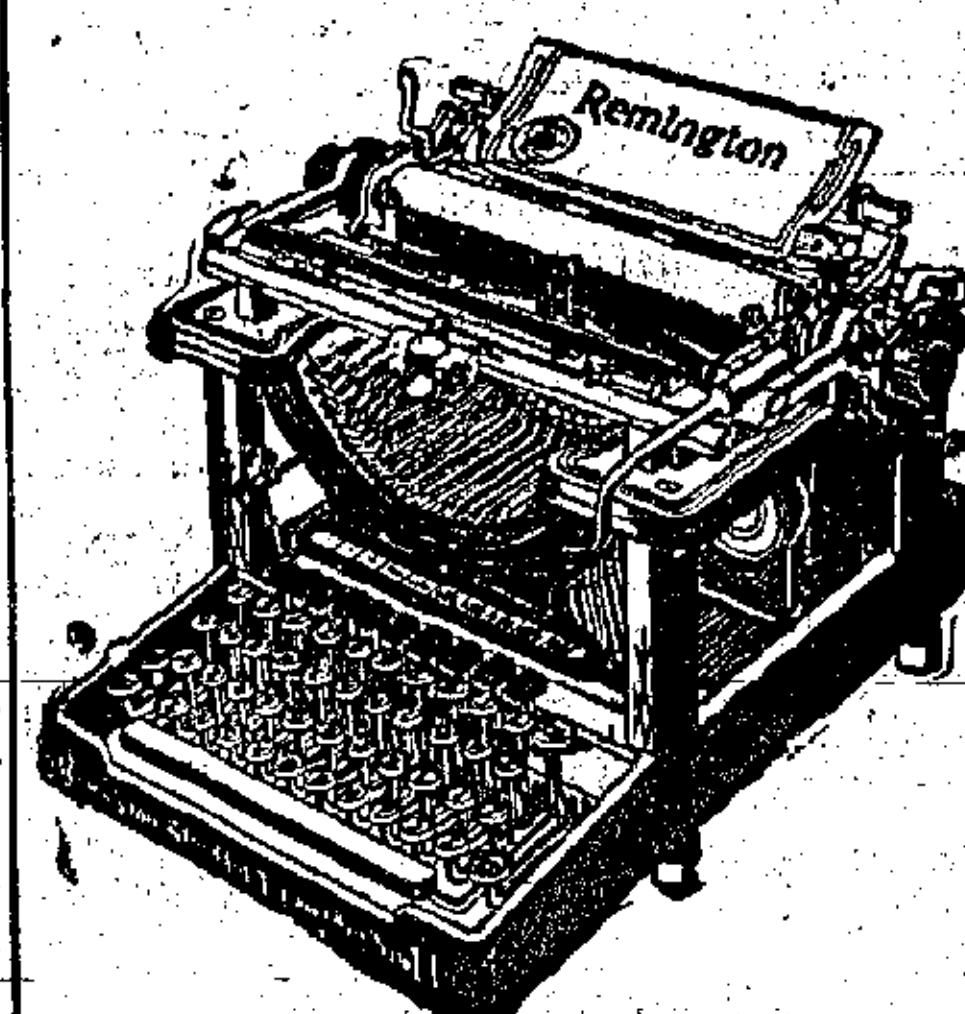
FIRST AND ALWAYS

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON

TYPEWRITER COMPANY

(Incorporated).



SIEMSEN & CO., SOLE AGENTS for  
Hongkong, Canton, South China and Formosa [54]

HAVE YOU USED  
KAMINIA OIL?  
(Registered).

THE WORLD'S FAVOURITE  
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY,

Bombay, India. [667]



## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 12SSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April 1914. [559]

## SINGON &amp; CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45]

## GRACA &amp; CO.

PRINCE ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, SEEDS, BOOKS,

TOYS, &c.

Just Received:

POSTAGE STAMP CATALOGUES

FOR 1914.

Hongkong, 1st July, 1914. [888]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 18th April, 1914. [585]

## TO LET

## TO LET.

OFFICES in Hotel Mansions. From 1st September next.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 8th July, 1914. [915]

## TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS.  
Apply—  
SECRETARY,  
A. S. WATSON & Co., Ltd.  
Hongkong, 8th July, 1914. [923]

## TO LET.

FLATS "WILD DELL," No. 147, Wanchai Road, newly built, each flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters. "THE NEUK," No. 83, Peak.  
Apply to—  
SANG KEE,  
Care of COMPADORE DEPARTMENT, HONGKONG AND SHANGHAI BANKING CORPORATION.  
Hongkong, 9th July, 1914. [924]

## TO LET.

NO. 7, STEWART TERRACE, PEAK, thoroughly renovated and in good order. NO. 9, BEACONSFIELD ARCADE, Shop. ROOMS in Queen's Road Central. NO. 55, ELGIN TERRACE, newly painted and colourwashed.  
Apply to—  
LINSTED & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 25th June, 1914. [55]

## TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.  
Apply to—  
P. A. XAVIER,  
Care of Hongkong Printing Press.  
Hongkong, 11th July, 1914. [930]

## TO LET.

QUEEN'S BUILDING.  
TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 17th June, 1914. [838]

## TO LET.

SHOP, No. 12, Queen's Road Central.  
OFFICES on 1st Floor of 12 and 14, Queen's Road Central.  
Apply to—  
CHRISTOPHER WILLSON,  
18, Bank Buildings,  
Hongkong, 17th June, 1914. [57]

## TO LET.

FIVE ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.  
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48 with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings,  
Hongkong, 19th May, 1914. [695]

## SIEN TING.

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 20th March, 1914. [442]

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000  
Reserve Funds ... \$17,407,000 (\$21,450,839)  
Sterling ... \$1,500,000 at 2/- \$15,000,000  
Silver ... \$17,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. DODWELL, Esq.

G. T. M. EDKINS, Esq.

C. E. GIBNEY, Esq.

F. H. HOLYOAK, Esq.

C. LANDGRAF, Esq.

F. LIEB, Esq.

J. A. PLUMMER, Esq.

Hon. Mr. E. SHILLIM.

H. A. SLOPE, Esq.

Ad. WIDMANN, Esq.

CHIEF MANAGER: Hongkong—N. J. SNAPE.

ACTING MANAGER: Shanghai—J. D. SNAPE.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

For 18 months, 4 1/2 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 55, Bishopsgate, E.C.4.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Emporio, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking



station, Shanghai, is C.F.S.







\_\_\_\_\_



# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$3.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 21st JULY, 1914.  
8 a.m. HONAM.  
10 p.m. FATSHAN.

WEDNESDAY, 22nd JULY, 1914.  
8 a.m. HONAM.  
10 p.m. FATSHAN.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651.  
S.S. TAISHAN, Tons 2,006

HONGKONG TO MACAO  
Week days at 7.30 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 12.30 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 26th JULY, 1914.

The Company's New Steamship  
"TAISHAN"  
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANGU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions (First Floor), opposite the Blake Pier.

# NORDDEUTSCHER LLOYD IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERE, LISBON, SOUTHAMPTON, ANTWERP and HAMBURG...	"KLEIST" Capt. L. MAARE	17,000	Wedday, 22nd July, at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"YORCK" Capt. F. LANGER	17,000	About Wed'day, 22nd July.
NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. O. JURANT	6,100	Saturday, 8th Aug., at 3 p.m.
KOBE...	"PRINZ WALDEMAR" Capt. O. JURANT	6,100	About Friday, 24th July.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER	5,000	Saturday, 15th Aug., at 9 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

## RATES INCLUSIVE OF SUR-TAX.

## FREIGHT LINE.

## NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship about

"TUEBINGEN" ... 3rd Aug.

FOR DUEKIRCHEN, ROTTERDAM & BREMEN  
S.S. "TUEBINGEN"  
about Middle of Sept.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD  
MELCHERS & CO.

GENERAL AGENTS

Hongkong, 16th June, 1914.

# PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11000 tons

PERSIA 8000 tons  
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA ... Sailing THURSDAY, 23rd July, at 1 p.m.  
SIBERIA ... SUNDAY, 2nd Aug., at 1 p.m.  
CHINA (via Manila) ... WED'DAY, 12th Aug., at Noon.  
MANCHURIA ... TUESDAY, 18th Aug., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of M. V. Morel, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of PLYMOUTH is Our First Consideration!

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,  
KING'S BUILDINGS,  
TEL. NO. 141.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES,  
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

VIA KEELUNG, MOJI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA AND VICTORIA, B.C.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WED'DAY, 22nd July, at 4 p.m.
"TACOMA MARU"	T. Hamada	THURSDAY, 23rd July, at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM  
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	Y. Yamamoto	WEDNESDAY, 29th July, a.m.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	...

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	TUESDAY, 21st July, at 2 p.m.
"DALIN MARU"	K. Murakami	SUNDAY, 26th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WED'DAY, 22nd July, at 10 a.m.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Seon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,  
Second Floor No. 1 Queen's Building.

# HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,  
via STRAITS and COLOMBO,  
To MARSEILLES, HAVRE, BREMEN, HAMBURG AND NEW YORK  
and from MANILA, HONGKONG and JAPAN to  
VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE and YOKOHAMA	"HOLSTEN"	25th July.
" "	"SCANDIA"	14th Aug.
" "	"SIBERIA"	23rd Aug.
" "	"LIBERIA"	11th Sept.
" "	"ALTMARK"	18th Sept.
" "	"ARABIA"	9th Oct.
" "	"WUERSTEMBERG"	16th Oct.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"ANDALUSIA"	2nd Aug.
" "	"BELGIANTA"	17th Sept.
" "	"BRASILIA"	12th Oct.

MARSEILLES, HAVRE, BREMEN & HAMBURG	"PREUSSEN"	21st July.
HAVRE, BREMEN & HAMBURG	"SILESIA"	27th July.
MARSEILLES, HAMBURG & ANTWERP	"HOEBDE"	29th July.
HAVRE, BREMEN & HAMBURG	"MARKOMANNIA"	12th Aug.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"O. J. D. AHLES"	32nd Aug.
HAVRE, BREMEN & HAMBURG	"SENEGAMBIA"	25th Aug.
HAVRE, BREMEN & HAMBURG	"DOETMUND"	5th Sept.
HAVRE, BREMEN & HAMBURG	"HOLSTEN"	10th Sept.
GENOA, HAVRE & HAMBURG	"SAXONIA"	12th Sept.
AMSTERDAM & ANTWERP	"SCANDIA"	21st Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office

# NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirao	12,000	WEDNESDAY, 26th July, at 10 a.m.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	HIRANO MARU Capt. Finner	16,000	WEDNESDAY, 26th Aug., at 10 a.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Teratoka	12,500	THURSDAY, 26th July, at 4 p.m.
CALCUTTA via SINGAPORE, PENANG and BANGCOON	AKI MARU Capt. Noma	12,500	THURSDAY, 26th Aug., at 4 p.m.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. E. Takada	9,600	WEDNESDAY, 26th July, at Noon.
SHANGHAI, KOBE and YOKOHAMA	KUMANO MARU Capt. K. Soyeda	9,300	WEDNESDAY, 26th Aug., at Noon.
MOJI and KOBE	TOSA MARU Capt. Yoshikawa	12,500	SATURDAY, 26th July.
NAGASAKI, KOBE and YOKOHAMA	JINSEN MARU Capt. Torada	5,000	MONDAY, 3rd Aug.
KOBE and YOKOHAMA	RANGOON MARU Capt. Kamachita	12,500	WEDNESDAY 14th August.
	COLOMBO MARU Capt. Sakamoto	5,000	WEDNESDAY, 2nd July.
	KUMANO MARU Capt. Soyeda	16,000	TUESDAY, 26th July, at 5 p.m.
	KAMO MARU Capt. Shimizu	20,000	WEDNESDAY, 26th July, at 11 a.m.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.  
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return	Return	Return	Return	Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.  
Telephone Nos. 292 and 1241  
[8-9-11]

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL"	YOKOHAMA	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 22	Sept. 14
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALWA	Oct. 23	Thursday
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	\$65	\$44	\$24	\$20	\$297	\$297
MARSEILLES	\$65	\$44	\$24	\$20	\$297	\$297

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TELEGRAPHIC) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'POON	Due at M'BRILLES	Due at LONDON
	about	about	about	about	about	about
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MAITA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
BAKDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single. 2nd Saloon £35 Single. 3rd Saloon £25 Single.

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT







